Collisions by Roadway Classification

Table 9 compares the number of fatal, injury, and total collisions by urban and rural classification. Urban roadways are defined as those within the city limits of cities with 5,000 people or more. Urban roadways tend to carry higher volumes of traffic at lower speeds, while rural roads carry lower traffic volumes at higher speeds.

Table 9
Comparison of Collisions by Roadway Classification: 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Fatal Collisions	230	261	243	243	239	-1.6%	2.2%
Urban	47	43	47	49	62	26.5%	1.7%
Rural	183	218	193	194	177	-8.8%	2.7%
Injury Collisions:	9,688	9,661	9,810	9,810	9,536	-2.8%	0.4%
Urban	5,577	5,515	5,738	5,996	5,871	-2.1%	2.5%
Rural	4,111	4,146	4,105	3,814	3,665	-3.9%	-2.4%
Total Collisions:	26,477	26,700	28,238	28,238	24,225	-14.2%	2.2%
Urban	15,676	15,841	17,101	17,504	14,810	-15.4%	3.8%
Rural	10,801	10,859	11,231	10,734	9,415	-12.3%	-0.2%

In 2006, 74% of fatal collisions occurred on rural roads, whereas 39% of all collisions occurred on rural roads. In Idaho in 2006, 90% of the total road mileage was classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.[3]

The high percentage of rural roadways in Idaho may account for the fact that Idaho's fatality rate is consistently higher than the U.S. fatality rate.

Table 10 shows the number of collisions and collision rates on local and state system roadways (both interstate and non-interstate) for 2002-2006, and the number of collisions and collision rates statewide. Collision rates are lower than the statewide fatality and injury rates shown in Table 2 because multiple fatalities or injuries may result from a single collision.

Table 10
Collision Rates for Local and State System Roadways: 2002-2006

Roadway Information	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Local:							
VMT (100 millions)	63.7	64.0	67.3	67.5	69.2	2.5%	2.0%
Fatal Collisions	88	99	75	99	105	6.1%	6.8%
Injury Collisions	5,424	5,538	5,465	5,648	5,517	-2.3%	1.4%
Total Collisions	15,461	15,635	16,508	17,857	14,031	-21.4%	5.0%
Fatal Collision Rate	1.4	1.5	1.1	1.5	1.5	3.5%	5.2%
Injury Collision Rate	85.1	86.5	81.2	83.6	79.7	-4.7%	-0.5%
Total Collision Rate	242.6	244.2	245.2	264.4	202.6	-23.4%	3.0%
State System (Non-Interstate):							
VMT (100 millions)	46.2	47.7	47.4	48.2	48.5	0.7%	1.4%
Fatal Collisions	108	112	112	107	96	-10.3%	-0.3%
Injury Collisions	3,329	3,297	3,333	3,179	3,162	-0.5%	-1.5%
Total Collisions	8,477	8,751	8,824	8,775	7,797	-11.1%	1.2%
Fatal Collision Rate	2.3	2.4	2.4	2.2	2.0	-10.9%	-1.7%
Injury Collision Rate	72.1	69.2	70.3	66.0	65.2	-1.2%	-2.8%
Total Collision Rate	183.6	183.6	186.0	182.2	160.8	-11.8%	-0.2%
Interstate:							
VMT (100 millions)	33.1	32.3	33.5	34.0	34.9	2.6%	0.9%
Fatal Collisions	34	50	53	37	38	2.7%	7.6%
Injury Collisions	935	826	1,045	983	857	-12.8%	3.0%
Total Collisions	2,539	2,314	3,000	1,606	2,397	49.3%	-8.6%
Fatal Collision Rate	1.0	1.5	1.6	1.1	1.1	0.1%	7.3%
Injury Collision Rate	28.2	25.6	31.2	28.9	24.6	-15.0%	1.8%
Total Collision Rate	76.6	71.6	89.6	47.2	68.7	45.5%	-9.6%
Statewide Totals:							
VMT (100 millions)	143.0	144.0	148.2	149.7	152.6	1.9%	1.5%
Fatal Collisions	230	261	240	243	239	-1.6%	2.2%
Injury Collisions	9,688	9,661	9,843	9,810	9,536	-2.8%	0.4%
Total Collisions	26,477	26,700	28,332	28,238	24,225	-14.2%	2.2%
Fatal Collision Rate	1.6	1.8	1.6	1.6	1.6	-3.5%	0.8%
Injury Collision Rate	67.7	67.1	66.4	65.5	62.5	-4.6%	-1.1%
Total Collision Rate	185.1	185.4	191.1	188.6	158.8	-15.8%	0.6%